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AN ORIENTAL VERSION OF THE OLD OAKEN BUCKET

(See Bulletin No. 2.)

HOW TO OBTAIN THE BULLETIN

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Tangier, a City Without a Country

IN TAKING up the question of the status of Tangier, Africa's most northwestern city—and strategically a sort of Roland for Gibraltar's Oliver—Great Britain, France and Spain were dealing with a question of such delicacy that it has been dodged by mutual consent for eleven years.

The Moroccan crisis of 1911 between France and Germany almost set the World War off three years before its time, and when peace was preserved by the narrowest margin, the powers were glad enough to thrust the Tangier question hastily aside by stating that the city was "to be given a special régime to be agreed upon later." In the meantime a temporary international commission administered affairs in the city and a territory of 140 square miles around it, and failed to please Great Britain, who wanted permanent internationalization; France who wanted it annexed to the French protectorate; or Spain who wanted to control it herself.

The Tangier Conference has just reached a decision which provides that the Tangier zone of Morocco shall be ruled by the Sultan of Morocco, but the area shall be neutral in time of war and an "open door" commercial policy shall be maintained.

Only a Few Miles From Europe

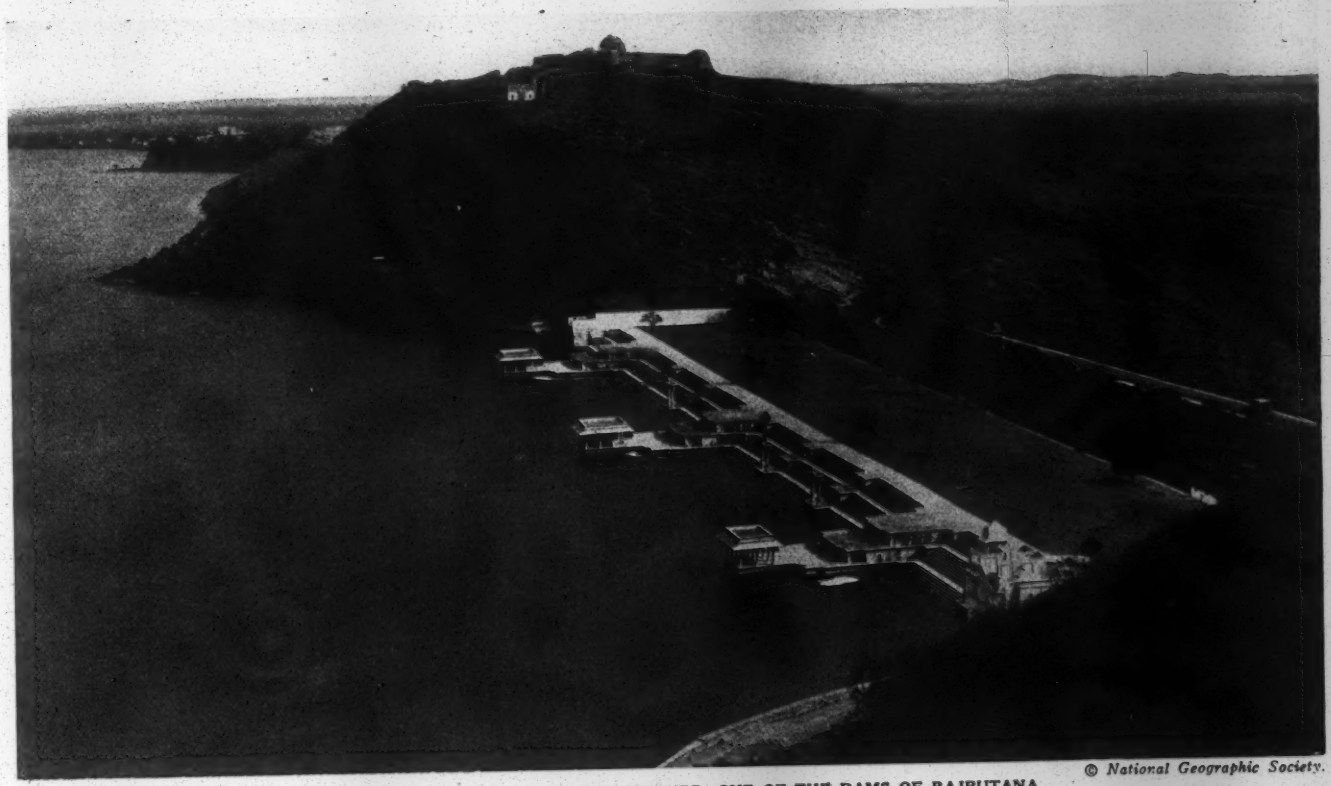
Situated only a few miles from Europe, Tangier has been affected to a greater or less degree by Western civilization for centuries. Since the Moors set up their power in northwestern Africa, the Portuguese, the Spaniards and the English have at times held the place; but the English, the last of the three to have possession, abandoned it to the Moors in 1684. For a long time afterward it was one of the chief cities of the Sultan of Morocco. But since the city has been in the hands of "infidels" it has been visited only on the rarest occasions by the Sultans.

From the sea, Tangier is the Arab city of North Africa par excellence, for the ugly dashes of yellow, green, and red, with which scattered modern constructions have marred the otherwise glistening whiteness of the native city, are not distinguishable until the steamer lies close in.

The traveler from Europe will be struck at once by the total lack of the well-known rumble of city streets, for though the uneven thoroughfares are in most part paved with cobblestones, wheeled vehicles are practically unknown—not only in Tangier, but throughout Morocco. The streets are nevertheless crowded with other means of transport. So narrow are some of them that at the oft-repeated "Balak!" "Look out!" one must again and again spring into some doorway in order to let donkeys, mules, and horses, with their spreading burdens, pass by.

Camels and Men Do the "Trucking"

Camels have to be unloaded on the "Socco," or market-place, outside the walls. Things too heavy to be carried by a single animal must be transported by



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A THING OF BEAUTY AND OF USE FOREVER: ONE OF THE DAMS OF RAJPUTANA

The waters of Raj Samand, an artificial lake of great depth, are imprisoned by a marble dam extending nearly three miles. This magnificent engineering structure was erected by Rana Raj Singh in 1661, following one of the most terrible visitations of famine and pestilence known in the history of India. Ten years were required for its construction. (See Bulletin No. 2.)

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Greatest Barrage to Irrigate 6,000,000 Acres

NEWS FROM India that the world's greatest barrage is to be laid down in the Indus Valley does not mean that a new World War is in progress with an inferno of bursting shells, but that Great Britain's engineers are going about the peaceful business of taming a great river and adding millions of acres to the earth's tillable area.

Unlike the famous Aswan Dam across the Nile and such well-known American structures as the Elephant Butte, Roosevelt and Pathfinder Dams, the heart of the Indus irrigation system is to be a barrage, not a dam. Both barrages and dams work toward the same end: to help get river water on the land; but they go about it in somewhat different ways.

Barrage Merely Raises Water Level

The barrage is a low dam, over or through which the water continues to flow. Its function is to raise and keep the water at a certain height so that part of it will run off into canals on the river banks. The remainder goes tumbling over the barrage and on down the river bed. The barrage is, in a word, a colossal elder brother to the diversion weirs that turn water from main canals into minor channels.

The dam, on the other hand, is primarily a storage structure that creates a great reservoir in which the entire river flow for much of the year is held captive until the dry season, when it is needed in the valleys below. Then the stored water is fed out through sluices.

Few Great Barrages in the United States

The physical geography of the United States is such that practically all its irrigation development has been based on the use of dam-made reservoirs rather than on barrages. Only one big barrage is a part of the many irrigation systems developed by the United States Reclamation Service, the so-called Laguna Dam across the Colorado River a few miles above Yuma, Arizona. This structure merely makes a sort of a huge "permanent wave" in the Colorado, but it is sufficient to divert hundreds of thousands of gallons of water into great canals which flow off along both the Arizona and the California shores.

The Indus Barrage, which will be built near Sukkur in the Sind, will be the greatest barrage in the world, both in length—which will be almost a mile—and in the amount of water diverted. Seven canals will flow out on the level created by the new structure and will furnish water estimated to be enough to irrigate six million acres of land now barren. This is a region greater than the entire area of Massachusetts.

The United States Takes World Honors in Dams

Two of the canals on the right bank of the river will be wider than the Suez Canal, and one of the waterways on the left bank will be nearly half as

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men, and it is no unusual sight to see great stones five and six feet long slung on poles and borne by a dozen or more half-naked Moors.

In these narrow streets the little boxlike shops, waist high, give the proper oriental setting to the whole. In them one sees the owner reclining and sedately reading, seemingly oblivious of the stirring scene around him, until he is "disturbed" by a purchaser for his goods, all of which are within arm's reach.

Tangier's strategic importance lies in the fact that it is at the southern entrance to the Strait of Gibraltar and as a fortified naval base might prove almost as effectual in blocking that exceedingly important passage as the famous rock itself. The city is only 35 miles southwest of the Rock of Gibraltar and is barely 25 miles from the nearest point on the Spanish mainland.

Form for Renewal of Bulletin Requests

Many requests for the Geographic News Bulletin were made for the year ending with this issue. If you desire the Bulletins continued kindly notify The Society promptly. The attached form may be used:

School Service Department
National Geographic Society
Washington, D. C.

Kindly send ..... copies of the Geographic News Bulletin for the school year beginning with the issue of ....., for classroom use, to

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Address for sending Bulletins.....

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I am a teacher in..... school .....grade

Enclose 25 cents for each annual subscription

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Jalapa, a Cul-de-Sac of Ancient Customs

JALAPA, capital of the Mexican state of Vera Cruz, which was one of the first towns to fall to the insurrectionists in Mexico's newest revolution, is a cul-de-sac in which old Spanish and Indian customs and the flavors of past centuries linger to a greater extent than in most of the other cities of Mexico.

There the "milk wagon" is a jar-laden mule, lovers nightly "play the bear" before their sweethearts' barred windows, and with each booming of the hour by the Cathedral bells, watchmen sound their whistles and call out the tidings of the night.

Only in the past few years has there been added a dash of twentieth century apparatus and twentieth century ways, and as yet those traces of modernism serve only to accentuate Jalapa's quaintness as the few grains of salt that an expert chef scatters bring out the flavor of a custard.

Has Its Human Burden-Bearers

The railroad bound for Mexico City passes Jalapa by on a lower level. Spread out and upward on its hillsides, the old city has gone on its ancient way little disturbed by the trains that roll by several times each day. Some of the freight that goes up to the city from the station is carried on mule-drawn tramcars, but most of it is borne on parallel poles, each end of the device serving as shafts between which plod solemn mules. And competing with the mules is an even more ancient method of freight transfer, that of the *cargador*. Your trunk, if you stop off at Jalapa, will probably be taken to your hotel balanced on the sturdy back of one of these human burden-bearers, the weight held forward by his broad head-strap.

As in modern cities of the United States, there are few horse-drawn trucks in Jalapa. But while horse-drawn vehicles are becoming passé in Yankeeland, their age has never even been reached in Jalapa. All day one hears the musical tinkle of mule-bells as trains of the animals pass along the streets laden with sacks of coffee and sugar from near-by plantations, cans of milk from small farms, bags of charcoal from pits in the hills, or fearsome collections of native pottery for the market. The city is in the edge of a rich plantation country and its big warehouses fairly bulge with coffee and sugar assembled there before it is sent to Vera Cruz, seventy-five miles away across the "hot country," for shipment abroad.

Mule Yards Jalapa's Soap Boxes

The prominence of the mule in Jalapa gives rise to one of its characteristic features. Scattered over the town are big open courts formed of narrow roofed stalls where are quartered alike mules and muleteers, while against the walls are piled great tiers of pack-saddles. These places, reminiscent of the wagon-yards of our old West, are Jalapa's forums and coffee-shops—the Fultah Fisher's boarding houses for her dry-land mariners. Fires glow in the courts in the evenings and about them the mule drivers loaf and joke and curse, swap yarns, drink mescal, and settle to their liking the affairs of their turbulent republic.

To many Mexicans Jalapa is "the city of eaves." Its one climatic curse is

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broad again. The remaining channels will be narrower, but will carry mighty streams themselves.

Among existing irrigation structures, the Aswan Dam across the Nile is often pointed to as the greatest. In point of length it probably is, since it is 1¼ miles from abutment to abutment. Its 146 feet of height, however, is overtopped by at least five American irrigation dams—Arrowrock, Idaho, 349 feet; Shoshone, Wyoming, 328; Elephant Butte, New Mexico, 306; Roosevelt, Arizona, 280; and Pathfinder, Wyoming, 218. In the matter of the amount of water impounded, world honors among artificial reservoirs should probably go to the Elephant Butte Dam, across the Rio Grande River in New Mexico. Such measurements are best made in the number of acres the water would cover one foot deep. The capacity of the Elephant Butte reservoir is more than 350,000 acre feet greater than that created by the Aswan Dam.

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A MOROCCAN REPAST

"Bah!" say the Arabs. "We don't stick into our mouths what but yesterday was in the mouth of some one else. We put our own hands in our own mouths." (See Bulletin No. 1).

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Where the Former Crown Prince Lives in Germany

IN TAKING up his residence in the little town of Oels, in Silesia, the former German Crown Prince almost moved into Poland.

Even before the World War, Oels was not far from the border—then the Russian line. But the after-the-war settlements which gave the province of Posen to Poland moved the boundary of alien territory some twenty miles closer to Oels, and the town lies barely fifteen miles from the present Polish frontier. It is in Lower Silesia and is nearly a hundred miles from the mining and metallurgical centers of Upper Silesia about which there was much friction between Germany and Poland a few years ago.

Seat of Medieval Principality

Oels is a small place with a population not in excess of 12,000. But like hundreds of other European towns it is large enough to have been the seat of an independent principality in medieval times when on almost every hill stood the castle of a count or a duke or a baron. The principality of Oels, like the larger division, Silesia, was later buffetted about among its more powerful neighbors. In 1792 it fell to the ducal family of Brunswick and remained in their hands until 1884. Then, upon the extinction of the line of Brunswick, Oels fell to the Prussian crown.

Homestead of Prussian Prince

The old castle of the rulers of the principality was set aside as the property of the Prussian Crown Prince; so it is to his actual homestead that Frederick William has gone. The castle was beautifully restored in 1891-4 and stocked with valuable pictures and a comprehensive library.

In selecting Oels for his home the former Crown Prince is sure of a friendly atmosphere. Breslau had the reputation in recent decades of being second only to Berlin in loyalty to the reigning family; and Oels, only twenty-five miles away, thus becomes a new Potsdam.

Oels is largely dominated by its nearness to Breslau, and one of the chief employments of its inhabitants is the raising of vegetables for the market of the near-by city. One industry that sets Oels somewhat apart is the molding of church bells. The town has excellent rail connections with Berlin, only about 200 miles away.

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the "chipi-chipi," a soggy, dripping fog like those of Scotland at their worst, that settles down on the town during the rainy season and blots out the sky for days at a time. Pious and impious alike mumble prayers on such occasions: "Holy Virgin, let the sun shine again." Because of these drizzling fogs the eaves of the houses are extended over the narrow sidewalks. Pedestrians, like the citizens of medieval London, hug the walls, and the water drips harmlessly into the streets and trickles off in a single gutter down the middle of the roadway. The queer name given to these dense fogs is believed to be an effort of the Indians—and a good one—at onomatopoeia, the words simulating the continual half-gurgling, half-chirping sound of water running from the eaves.

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THE "MANOLA" IS A WONDERFUL CREATION IN COLOR

These shawls are still worn by the senoritas and are very costly, because of the elaborate design and workmanship. (See Bulletin No. 3.)

The "Law of the Pot Shot"

In Jalapa live old Spanish families whose history there runs back almost to the days of Cortez. Some have palatial city homes and also wide-spreading haciendas and commodious country houses not far away. In the early days much dependence was placed on "miradores," towerlike lookouts on both town and country houses, between which signals could be exchanged. Only a few "miradores" linger on old Jalapa houses, but the conditions that made them necessary have not altogether passed. They were most useful in the days when Jalapa was a post station on the old highway—named like most other Mexican roads, "el camino real"—that led from Vera Cruz to Mexico City. Highwaymen infested the country around Jalapa to attack the coaches and mule trains; and often, growing more bold, raided neighboring haciendas and even the town itself. A law that recalls strikingly those stirring times still exists on the statute books—a rule that an American might well call "the law of the pot shot." By it a citizen is privileged—it almost becomes his duty—to shoot on general principles at any horseman leaving the city at a gallop.

One American who has cast his lot in Jalapa has brought to the city most of its modern trimmings. But he has worked slowly lest in mingling the twentieth century with the sixteenth he bring about a sort of social and economic indigestion.

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Orontes Makes History and Plug Tobacco

THE ORONTES River, in northern Syria, which citizens of Mecca claim as the northern boundary of the Island of the Arabs, the native name for Arabia, has always played an important role in the theater of Asia where East meets West.

Juvenal, the great Roman satirist, uttered what may seem like a geographic untruth when he said that "the waters of the Orontes overflowed into the Tiber," but many historians have claimed that the river was an important factor in bringing about the downfall of the Roman Empire. Along this path made by nature between the Mediterranean and the lands to the east the superstitions and corruption of Asia came to Rome, brought home by the Roman legions, and Greek art and civilization, together with Roman law, flowed to the rising sun.

Meanders Through Steppes to Antioch

Rising down in the great springs of the inter-Lebanon district, near the ancient city of Baalbeck, the great river flows northward almost parallel to the Mediterranean coast, falling 2,000 feet through a rocky gorge. The great depression through which the river flows, traversing Syria from the Taurus mountains to the Sinai desert, has few outstanding physical features. It is made up mostly of broad plateaus of steppe land, rock and debris. The river widens out at Hamah into a rich district containing the sites of the ancient towns of Apamea and Larissa. At Jisr-al-Hadid, the river turns westward around the great plain of Antioch.

Though in the main the river is unnavigable, its valley has for ages been a convenient highway for traffic from north to south. Roads from the north and northeast, from Damascus and Coele-Syria converge at Antioch, and along the depression and across the Sinai Peninsula have passed armies bound to and from Egypt for hundreds of generations. Today the fleet-footed Arabian and the rocking camel are fast giving place to the invincible automobile and the motor lorry.

Its Source and Mouth Cities

No two cities in the world have had more romantic histories than those at its source and near its mouth. Baalbeck, the ancient city of Baal, the sun-god, with its famous ruins of a temple made of veritable megaliths, stirs the imagination. So does Antioch, which in its glorious days saw the horses of Ben Hur crash past the chariot of the proud Roman; saw mighty Trajan, with fragments of his Roman army which he was to lead against the Parthians sheltered in its huge circus in the midst of the severe earthquake of 115 A. D.; and watched with careless eye the lolling of the Roman legions in its beautiful grove of Daphne.

When the hot, malaria-breathing winds from the east blow across the valley of the Orontes, the inhabitants take to the mountains and plateaus where the climate is especially agreeable. For most of them it is convenient to do so, for excellent pasturage is found in various areas, and it is never difficult for these Bedouins to take up their tents and move all their household effects to pleasanter surroundings. No reliable statistics are obtainable upon the cattle in Syria, but handbooks say that the number in the Orontes valley is considerable. Apamea

Notice to Teachers

IN CONNECTION with Bulletin No. 2, "Greatest Barrage to Irrigate 6,000,000 Acres," teachers will find useful, for reading and reference assignments, the following bibliography of material on all phases of irrigation in the National Geographic Magazine. Files of the National Geographic Magazine are to be found in progressive school libraries and in all public libraries.

In subsequent issues of the Weekly Geographic News Bulletins material on other industries and products of the land and sea will be keyed in connection with bulletins on such subjects. Typical industries or products will be indexed in this manner, such as wheat, cotton, glass making, cement making and silk weaving.

Further references to articles dealing with these subjects will be found in the Cumulative Index to the National Geographic Magazine, 1899-1922.

IRRIGATION

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"Winning the West." By C. J. Blanchard. Vol. 17, pp. 82-100. 11 illus.
"The Marble Dams of Rajputana." By Eleanor Murdock. Vol. 40, pp. 468-499.

in the days of Antioch's glory was the home of the great national stud which boasted 30,000 mares and 300 stallions.

An Early Earthquake Theory

A good many of the inhabitants have been lured by American dollars into digging licorice root on plantations where great wooden water-wheels lift the Orontes into irrigation ditches in order that cough syrup and plug tobacco manufacturers may supply our demands.

It has been said that the river derived its name from a man who built a bridge over it. After one of the great earthquakes in Roman times had changed the course of the river, the oracle declared that the bones of a man of colossal size found in the old river bed were those of Orontes, and on the ancient coins of Antioch, the most famous city which ever existed along its banks, the river is personified as a youth swimming at the feet of the female figure representing the city. The old name of the river was Typhon after that terrible mythological dragon buried under the mountains around Antioch whose writhings were believed to be the cause of the numerous earthquakes along the river valley.

The giant under the earth still turns and tosses. It is one of the non-volcanic regions of the earth in which earthquakes occur.

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LICORICE ROOT MADE READY FOR EXPORT TO AMERICA

Once a gay, glittering city, starting point of many of Rome's most important military expeditions in the Near East, and the third city in the world in point of size, Antioch today digs licorice roots as one of its chief means of livelihood. (See Bulletin No. 5.)